BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1215.) BUENOS AYRES, SATURDAY, DECEMBER 8, 1849. [*Established in* 1826.]

BUENOS AYRES.

The Committee on Constitutional Affairs of the House of Representatives having presented its report on the renewed resignation of H. E. the Governor and the petition of the people in reference thereto, that body is to meet on Wednesday next for the purpose of taking into consideration the draughts of resolutions that are submitted for its sanction. One of these draughts is an address to General Rosas, in which, couched in language of great vigour and beauty, every argument is used to induce him to continue that can tend to still his scruples, encourage his diffidence, interest his patriotism and incite his love of glory. Another of the *projets* is a decree complying with the prayer of the Citizens' petition and passing a vote of gratitude and high esteem to the inhabitants of the province for their conduct on this occasion. In the draught of the address to the people, the Representatives thank their constituents for having come forward in the manner they did to take part "in the new and dangerous struggle which patriotism was preparing between the House and the Chief Magistrate of the State." "It was time for you," it continues "to let your voice be heard: you have rendered your Representatives effectual assistance in this difficult predicament. Accept, fellow-countrymen, this manifestation of gratitude. Let the thousands of foreign residents in the country also, who, just and grateful, have placed their signatures by the side of yours to testify to the truth of everything stated in relation to them in your *exposé*, receive a testimony of high esteem: let those of similar condition receive it likewise, who with the same convictions and moral embrace have joined with you to proclaim that great truth." The Citizens' petition, notwithstanding its form, is regarded by the Representatives as the expression of the popular will—a sovereign enactment—and as such entitled to the submission of General Rosas.

Admiral Leprédour's period of service on this station having terminated, it is stated that the command of the French naval forces is to be confided to Rear-Admiral Romain-Desfossés, who was to hoist his flag on board *La Pandore* frigate, which was to sail from Brest in company with the *Prony* steamer. Admiral Desfossés will also, it is asserted, be invested with a diplomatic character.

It is reported that one of the late arrivals from France brings the melancholy intelligence of the death of M. Sarratea, the Argentine Minister in Paris.

According to the accounts from the United States the ravages of cholera were reduced to comparative insignificance. In fact, as regards New York, the disease may be said to have altogether ceased as an epidemic.

The fugitive turnkey who, it was alleged, had been abducted from New Orleans at the instigation of the Spanish Consul there, had received his pardon from the Captain General of Cuba and passports to return to New Orleans, of which he had availed himself. His return would doubtless clear up the mystery.

News had been received from Venezuela of the total overthrow by President Monagas, of General Paez and his adherents, in the vicinity of Valencia, and the capture of Paez himself and his principal officers. Venezuela had been long kept in a state of turmoil by repeated revolutionary attempts: but now that the chief author of them has received such a quietus, it is to be presumed that order will soon be restored.

ENGLAND.

London, Sept. 13.

The returns of the Board of Trade for the month ending August 5, and for the first seven months of this year, are the most satisfactory document we have seen for many a day. Imports and exports are, indeed, affected by many other causes than the ebb and flow of national prosperity; yet, in the absence of a better test, we must call a nation prosperous when it receives abundance of good things from its neighbours, and imparts the same abundance in return. Such is the case of this country up to the latest date of these returns—that is, the 5th of last month. As we yesterday observed in an analysis of these returns under our City Intelligence our exports for the first seven months of this year have not only recovered from the extraordinary depression of last year, but they even exhibit a considerable increase, to the amount of a million, on the corresponding period of 1847. We have, therefore, made up our lost way, and are now again in the career of prosperity, as if there had been no "glorious days" of February or June, no revolution or wars, no state of siege or blockade. As, too, in the estimation of some people, the free acceptance of supplies from our neighbours is a greater folly than war, and a greater disaster than revolution, we will add that we are at least as prosperous as if there had been no such thing as free trade. If it has not made us all healthy and wealthy and wise, it has not prevented the elastic genius of this country from thriving amidst the general decay, and being the first to recover from that fearful collapse which has seized all the energies and resources of Europe.

All the accurate and authentic statistics ever published establish the fact, obvious to common sense, that in the main our imports and exports will balance each other, and rise and fall together. It has, indeed, only been denied by that class of reasoners who imagine the nations of the earth a set of angry and malicious rivals rather than communities instinctively and unconsciously following their own, and, in that way, one another's advantage. It has been triumphantly urged a thousand times—"You "may take other people's produce, but how do you "know that they will take yours? The returns before us reply to this curious question with a palpable fact We are importing the produce of other countries to an extent probably beyond the expectations of most men, and beyond even the reach of Protectionist alarm; and, as it happens, we do really find that other nations will take our own handiwork in exchange, with great certainty and regularity, to an equal extent with our imports. In spite of hostile tariffs, in spite of national jealousy, in spite of monopoly, and in spite of the worst possible intentions towards ourselves in some of our neighbours, we, nevertheless, do really find them good customers for our produce; we find, in fact that they are not so hostile, so ungenerous, so determined to do us a mischief, as to feed our starving millions with the very best of everything, and refuse to take anything in return.

During the first seven months of this year we have imported 2,516,722 quarters of wheat, being more than three times the quantity in the same period last year, and 2,128,823 cwt. of flour, more than five times the quantity; our imports of barley and oats have doubled, and there has sprung up a large importation of rye. In articles of general use, but of lesser necessity, there has not been the same increase. The results have been disturbed by accidental circumstances, the chief of them the fact that the state of the continent last year diverted to this country a great deal of tropical produce not intended for it, and destined to return directly or indirectly to the continent. In the import of sugar, especially from the West Indies and the Mauritius, there has been a noticeable increase, though, for some reason or other, the quantity of foreign sugar entered for consumption has fallen considerably short. There has been an increase in the import of tea, and a still greater in the import of cocoa, which seems likely to take a more prominent place in British diet than it has held heretofore. In the import of coffee there has been a slight decrease. Under the head of "provisions" bacon, beef, pork, and eggs appear to have been imported in quantities greatly beyond former years. The public are probably prepared for the fact, that, thanks to the cholera, the import of brandy has lately increased to such an extent, that the total quantity imported this year is by this time probably double that of the same period last year. The quantity of tobacco entered for home consumption has increased, while the imports exhibit a remarkable decline. Among the raw materials of manufacture the import of cotton has risen from 4,170,660 cwt. to 5,337,222 cwt.; a result which, it is scarcely necessary to observe, we owe as much to the abundance of the crop as to the revival of trade at home. The import of raw silk has risen from 2,502,431 lb. to 2,884,764 lb.; of flax, from 643,498 cwt. to 857,326 cwt.; and hemp, from 270,192 cwt. to 323,481 cwt. In wool there has been a slight decrease; in tallow little variation; and a very great increase in all kinds of hides. From the the items we have enumerated it is manifest that our staple manufactures have been in a state of unusual activity throughout the whole year.

Now, then, comes the question which has created such fearful misgivings in the bosom of our Protectionist patriots, and which their fears or their wishes have prompted them to answer in the negative. Do other nations from whom we import in such increasing abundance take our own produce in return? Yes they do. On the comparison of the first seven months of last year and this, and taking the "declared value," the export of cotton manufactures, measured by the yard, has risen from 8,733,324*l.* to 10,823,717*l*; of lace and patent net, from 185,279*l.* to 268,980*l.*; of sewing thread, from 187,830*l* to 235,316*l.*; of stockings, from 46,303*l.* to 56,925*l.*; of all other descriptions of cotton fabrics, from 223,454*l.* to 239,638*l.*; of cotton yarn, from 2,768,968*l.* to 3,537,703*l.*; of all kinds of linen manufactures, thread, and yarn, from 1,926,821*l.* to 2,295,845*l.*; of all kinds of woollen manufactures and yarn, from 3,502,908*l*, to 4,700,489*l.*; of silk manufactures from 313,477*l.* to 521,697*l.*; of cordage and cables from 59,519*l.* to 90,883*l.*; of earthenware, from 433,103*l.* to 464,482*l.*; of haberdashery and millinery, from 527,922*l.* to 694,057*l.*; of hardwares and cutlery, from 1,100,664*l.* to 1,190,041*l.*; while in machinery, mill work, and metals in various forms, it is observable that in those exports only which depend on the prosperity of foreign manufactures is there any decline. We export more of the worked article, and less of the material in a raw or half-manufactured shape.

These facts, we should think, will allay the dreadful apprehension which has occupied some minds, that foreigners will refuse to take anything in return for their produce. Wether from benevolence or selfishness, they will insist on receiving equivalents, and in fact, will not plough, sow, and reap without pay. They consider commerce to be give and take. We need only add that the shipping returns are equally encouraging. The comparison of the vessels employed in the foreign trade of the United Kingdom shows the following increase:—total ships of all countries entered inwards in the first seven months of 1848, 13,059; ditto, 1849, 16,699; the ships belonging to the United Kingdom and its dependencies having increased from 8,800 to 10.781; total vessels cleared outwards in the first seven months of the year 1848 14,257; ditto, 1849, 15,278; the British ships alone being severally 9,451 and 9,958.—*(Times.)*

Cholera from Drinking Impure Water—At Hartlepool, last week, an experienced medical practitioner stated, before a coroner's inquest, that cholera was most prevalent on board those ships whose water was not filtered; and that this arose from the impurity of the water which they took for ordinary consumption during their voyage. It might also be well to remark that the passengers of one of the New York packets, recently arrived, have been complaining of the impurity of the water they had for use in their passage; and from the result of the chemical examination by our highly talented townsman Dr. Brett, it would appear that these complaints must have arisen from mechanical impurities, and not chemical ones, as he states that the water examined was more free from chemical impurities than he generally finds it. But taking the evidence that can be gathered from both cases, it bears us out in urging both sailor and civilian to be extremely careful as to the water they drink, particularly when the evil can be shunned at so small a cost as procuring one of Foster's Patent Rapid Water Purifiers, an apparatus that both ourselves and many of our friends have been using for nearly two years with the most satisfactory results. The office of Mr. Foster is in one of the most central parts of Liverpool, No. 5, South John-street. Captains who take an interest in the lives and safety of those committed to their charge will act wisely in giving him a call, and inspecting one of the most perfect inventions ever devised for promoting sanatory comfort. At the present season, when death is stalking about so fearfully in the shape of the existing epidemic, such a duty becomes not only necessary, but imperative.—*Liverpool Mail.*

HAYTI. The title of Soulouque, the new Emperor of Hayti is Faustin I. The A in the first syllable should be transferred to the second, to "preserve the unities," although it would be great pesumption to assert that the Black Prince of Hayti is the first fustian emperor in the world, or that he is the only one in existence at the present time. A nobility of princes, lords and dukes, to *ornament* the crown, is also to be named. The coronation ceremonies took place in the Catholic Church of Port au Prince, and a letter from that place to the Philadelphia Bulletin, gives a description, from which we take the following paragraph, which is enough for to-day:—

The Imperial crown, which had been carried before him to the church, by one of his ex-ministers, was then handed to him. By the way, some surprise was felt that the office of carrying the crown did not devolve upon the Minister of State. Upon receiving the crown, Soulouque rose, and *placed it upon his own head*, the Empress and their little daughter kneeling by his side. The Emperor was dressed in his usual blue dress, but wore a very large star for the first time. The Empress and Princess were dressed in lilac silks, richly embroidered, and covered with jewels. Her Majesty had also a head dress of green cypress branches.—*Boston Courier.*

The boy who sustained injury in consequence of being run away with by a horse, was not in the employ of Mr. Robert Collins, as was erroneously stated in our number of last week.

MARINE LIST.

PORT of BUENOS AYRES

December 1.—*Wind N., in the afternoon changed to N. E.*

Sailed, Spanish barque Petronila, 267 tons, Antonio Roig, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 6,970 quintala jerked beef, 24 bales hide seroons.

Sardinian lugger of war Fama, 4 guns, Lieut. Cerruti, for Montevideo.

Danish brig Maria, 270 tons, Matias Bonde, for Brazil, in ballast, despatched by Charles R. Horne.

Oriental brigantine Hidra, 125 tons, Juan Guillermo, for Brazil, in ballast, despatched by Llavallol & Sons.

December 2.—*Wind N., slight rain.*

Sailed, Hamburg brig Ingeburg, 170 tons, U. A. Hundewaldt, for Buceo and the Pacific, in ballast, despatched by Ambrosio Lezica.

Dutch galliot Plata, 175 tons, John H. Henning, for Antwerp, despatched by Bunge, Borneféld & Co., with 9,311 dry ox and cow hides, 100 boxes tallow, 10 bales horse hair, 6,000 horns.

Spanish brig Pepita, 257 tons, Luis Estapé, for Havana, despatched by Llavallol & Sons, with 4,100 quintals jerked beef, 62 dry ox and cow hides.

British barque Napoleon, 232 tons, Alfred Edward Collas, for London, despatched by Best Brothers, with 1,339 salted and 880 dry ox and cow hides, 557 do. horse do., 158½ pipes and 180 boxes tallow, 140 quintals jerked beef, 124 bales wool, 15 bales hide cuttings, 2 do. horse hair, 2 bags do., 11,654 horns, 29,000 bones, 1 box merchandise.

December 3.—*Wind E.*

Arrived, British barque Mathoree, 305 tons, Robert Cowan, from St. John's, New Brunswick, 18th September, to John Galt Smith & Co.

British brig Fortuna, 225 tons, David Ritchie, from Cadiz 7th October, to Samuel Hesse, with 141 lasts salt.

British brigantine Agnes, 183 tons, William Wood Nicholls, from Liverpool 26th September, to James C. Thompson & Co.

Spanish polacre Numa, 201 tons, Juan B. Feliú, from Palamos 8th September, Cadiz 16th October, to Felix Buxareo, with 60 lasts salt, 40 bales cork stoppers.

Sailed, Sardinian schooner Union 51 tons, Luis Bonifoi, for Montevideo, in ballast.

December 4.—*Wind N. E., heavy rain during the night.*

Arrived, Swedish brig La Plata, 216 tons, Charles Olson, from Cadiz 10th October, to Santamaria, Llambi & Cambaceres, with 130 lasts salt.

Prussian barque Cæsar, 432 tons, Richter, from Hamburg 17th September, to Troussein & Co., with 66 boxes, 18 pipes, 18 half pipes, 1006 cases, 1200 baskets, 850 demijohns and 286 packages merchandize, 5 boxes canvas, 11 packages leeches, 300 pieces osnaburg, 5 boxes silks, 3 boxes and 2 bales whips, 46 barrels tar, 10 do. pitch, 40 lasts coal, 140 boards, 25 bales cordage, 2 boxes cloth, 24 do. brandy, 15 do. liqueurs, 2 do. pianofortes, 2 casks blocks, 4 pipes and 200 boxes gin.

American barque Rothschild, 261 tons, Silvester R. Small, from Cadiz 5th October, to Daniel Gowland & Co., with 107 lasts salt.

Russian brig Argo, 205 tons, F. W. Bremer, from Isle of May 17th October, to Zimmermann, Frazier & Co., with 85 moyes salt.

French barque St. Jacques, 215 tons, Lemaresquier, from Cette 13th September, to order.

French barque Casimir, 227 tons, Dumanoir, from Havre 10th October, to Dunoyer & Co. Passengers—14.

French brig Nelie Mathilde, 190 tons, Parquet, from Marseilles 15th September, to Llavallol & Sons.

Prussian barque Rica, 300 tons, Andrew Darmer, from New York 23d September, to Vicente Casares & Sons.

Norwegian barque Prins Oscar Frederic, 280 tons, Thomas Lootz, from Boston 2d October, to Samuel B. Hale.

Bremen barque Philadelphia, 360 tons, H. Gerdes, from New York 15th September, to Becher, Preuss & Co.

Sardinian lugger of war Fama, 4 guns, Lieut. Cesar Cerruti, from Montevideo 31 inst.

Sardinian schooner Nueva Carmen, 81 tons, Domingo Machio, from Montevideo 3d inst.

Passengers—34.

British brig Cresswell, 203 tons, William Algar, from Glasgow 26th September, to George Dowse.

Bremen schooner Evan Dumas, 180 tons, John Jaburg, from New York 12th September, to Corti, Francischelli and Co.,

Sailed, French polacre barque Chasseur, 198 tons, V. M. Silvestre, for Marseilles, despatched by M. Laplane, with 4000 dry ox and cow hides, 300 salted do. do., 73 bales sheep skins, 56 do. wool, 5000 horns, 461 boxes tallow.

Bremen brig Gazelle, 200 tons, Bunge, for New York, despatched by Zimmerman, Frazier & Co., with 3698 salted ox and cow hides, 9198 dry do. do., 108 salted slunk calf skins.

Spanish barque Ines, for Puerto del Tigre, to undergo repairs.

December 5.—Wind W. S. W.

Arrived, Sardinian brig Giuseppe, 216 tons, José Basallo, from Parnaguá 26th ult, to José Avegno, with 918 tercios yerba, 141 boards, 100 joists and 51 logs wood, 3000 pieces fire wood.

Danish brigantine Cecilia Maria, 136 tons, C. J. Thompson, from Altona 14th September, to Otte, Rosenthal & Co.

December 6.—Wind S. W., at 8 30 a m. changed to N., at 11. 30 to W. N. W. at 7 p.m. to S.

Arrived, Brazilian brig Aguia do Prata, 202 tons, José Reino, from Parnaguá 20th ult., to José M. de Souza, with 863 tercios and 272 half do. yerba.

Sailed, American barque Ortona, 276 tons E. Colburn, for Falmouth, despatched by C. R. Horne, with 16000 dry ox and cow hides, 150 hides for lining.

National brig Diligencia, 290 tons, L. S. Ruyl, for Antwerp, despatched by Corti, Francischelli and Co., with 15,809 dry ox and cow hides, 1881 salted do. do., 34 bales hair.

British brig Hiobert, 259 tens, Richard Nosworthy, for Liverpool, despatched by James Carthy, with 3,887 salted ox and cow hides, 5100, do. horse do., 50 pipes and 394 boxes tallow, 51 bales sheep skins, 84 do. wool, 19 bags do., 5 bales horse hair, 61,500 shin bones.

National schooner Luisa, 121 tons, Alejandro Muratore, for Buceo, despatched by Manuel Ocampo, with 267 boxes, 13 bales and 2 trunks dry goods 11 pipes and 5 hogsheads merchandise, 88 half tercios yerba, 16 bird cages.

December 7.—Wind N.

Arrived, Russian galliot Anna, W. Hansen, from Cadiz 2nd October, to Freyer Brothers, with 80 lasts salt.

American brig Xenophon, 245 tons, Frederick Wording, from Belfast (U. S.) 8th September, Rio Janeiro 20th November, to order.

Passengers—3.

Sailed, Sardinian barque San Miguel, 281 tons, Angel Cichero, for Genoa, despatched by Llavallol & Sons, with 23,694 horns, 11,252 dry ox and cow hides, 4949 salted do., 34 boxes tallow, 23 seroons wool, 2 bales calf skins, 1 do. do. slunk calf do., 6 do. hide cuttings.

The British schooner Trout having been sold is now under the national flag employed in the coasting trade, she is now called the Trucha.

The following are the manifests of the undermentioned vessels arrived last week.

"Roitelet"—330 tons salt.

"Creole"—349 bales, 502 boxes, 105 packages and 52 casks merchandize, 1521 bundles iron, 1585 bars do., 22 casks and 6 kegs hardware, 787 flag stones, 36 tons coal, 1 box preserves, 20 bundles spades, 152 kegs nails, 89 crates earthenware, 2 iron machines.

"Orion"—218,334 feet pine lumber.

"Don Affonso"—566 tercios and 433 half tercios yerba, 27 dozen cedar planks, 60 dozen handspike handles.

"Najaden"—20 barrels and 20 boxes steel, 336 dozen pieces lumber. Note—19 dozen pieces lumber included in the manifest, comprising the deck load, were thrown overboard from stress of weather on the 28th ult., off Point Indio.

"Australie"—222 barrels and 2412 boxes red wine, 18 barrels and 65 boxes white wine, 90 barrels vinegar, 34 barrels and 90 boxes brandy, 85 boxes absynth, 90 do. olive oil, 3 do. pilchards, 25 do. ink, 50 boxes champagne, 1 box furniture, 153 boxes merchandize, 1 do. books, 60 packages dry goods and medicine, 2 do. newspapers.

"Chicora"—200 kegs nails, 36 half barrels blacking, 50 casks rice, 100 boxes cider, 200 kegs salt fish, 30 nests tubs, 4962 pine boards, 100 bundles shingles, 1 box clothing, 96 bales merchandize.

"Genie"—211 pipes, 50 half do. and 40 quarter casks wine, 8 pipes and 8 half do. aguardiente, 6 pipes and 6 half do. brandy, 92 half pipes red wine, 15 do. claret do., 5 half do. do., 60 half pipes and 14 half do. Bordeaux wine, 10 barrels and 5 half do. Madeira wine, 70 boxes frontignan wine, 50 do. oil, 105 do. liqueurs, 25 do. aniseseed, 2 do. perfumery, 1 do. and 1 package dry goods, 1 carriage, 1 package gloves, 10 dozens shirts, 1 box jewellery.

SHIPPING MEMORANDA.

ARRIVED AT RIO JANEIRO.

Nov. 4, Jonathan Goodhue, Higgins, hence.

" 5. Hanibal, Santa Anna, hence.

SAILED FROM RIO JANEIRO.

Nov. 5, Portuguese brig Improviso, Avellar, for Santos and Buenos Ayres.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	71
Sunday	72
Monday	73
Tuesday	75
Wednesday	69
Thursday	66
Friday	71

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 24th inst.

National	6
British	47
American	12
Danish	8
French	22
Hamburg	4
Spanish	27
Brazilian	8
Oriental	1
Sardinian	13
Holstein	1
Hanoverian	2
Swedish	3
Lubeck	2
Oldenburg	1
Prussian	4
Bremen	12
Roman	1
Norwegian	5
Russian	1
	180

Advertisments.

Notice.

The captains and consignees of foreign vessels are hereby advised that the National barque Condor is stationed between Point Indio and the eastern extremity of the Ortiz Bank in order to serve as a light hulk, a large lamp being every night displayed from her topmast that it may serve as a guide to vessels proceeding to or departing from this port.

The hulk lies from Point Indio N.E by N. by compass, distance 10 miles, and from the extremity of the Ortiz, S. by E. distance 6 miles, being in lat. S. 35° 9' and long 59° 3' W. of Greenwich. According to the instructions given, good experienced pilots will be constantly found on board said hulk who will convey to this port all vessels bound hither.

Buenos Ayres, 28th Nov., 1849.

PEDRO XIMENO.

GENERAL MANUFACTURING SADDLER.

Whip, Spur, Travelling Bag and Portmanteau Importer, No. 141 and 143 Calle Piedad.

The Subscriber in returning his sincere thanks to the public for the liberal support he has experienced, begs leave to state that he has received his summer assortment which he offers at the lowest remunerating prices. The stock consists of the choice of this market, and direct importations from England, embracing every article in the trade, from cart and plough harness to the most splendid turn out for the road, field or turf. In the harness department he can particularly recommend a few sets of double and single suits, in silver, brass, and covered mountings, with the requisite blacking to keep them in good condition. The Trade can be supplied with every article required, and will be treated liberally on wholesale principles.

Buenos Ayres, December 8, 1849.

DAVID SUFFERN.

Lately Imported.

Old Port Wine in quarter casks.
" Sherry do. do. do. and octaves.
Claret of superior quality in cases.
Nierstein do. do.
Gersenhem do. do.
Marcobrunn do. do.
Zettingen do. do.
Sparkling Moselle do.
Extract of Absynthe do.
Kirchwasser do.
Champagne do.
Holland Gin, superior, in pipes.
Cognac Brandy do. in casks.
and a small lot of Ale and Porter on board.

For Sale at Samuel Hesse's,
No. 56, Calle San Martin,
Opposite the National Bank.

Buenos Ayres, Nov. 30, 1849.

SAN FERNANDO FEDERAL HOTEL.

The above establishment was opened at San Fernando on Sunday the 18th ult., on the premises of Don Pedro Almandos, 5 squares distant from the Plaza on the road to the Canal and thence two squares in a S. W. direction, where persons visiting that locality will meet with every comfort and convenience to be desired. The establishment comprises besides a large hall destined for a reception or ball-room, as occasion may require, another large hall where an ordinary is served up, and 10 different appartments for families or guests, where the occupants can take dinner in private should they so prefer it.

Dinners will be served in the Spanish, English or French style to suit the taste of customers.

The establishment has a large shed annexed where carriages may be put up and a commodious stable for horses : the care of the latter, the proprietors promise, shall be duly attended to.

The proprietors of the San Fernando Federal Hotel trust that their moderate prices and good treatment will induce persons who may once favour them with their custom to repeat their visits.

Liquors and refreshments of the best quality and of all descriptions.

To FALMOUTH and the CONTINENT.
Passengers Only.
The very superior A. 1. Hamburg barque

MINNA,

Capt. C. Linau.

Will be despatched in three weeks and has excellent accommodations for passengers.

Please apply to the captain on board or to the consignees, Messrs. Otte Rosenthal and Co., calle de la Piedad, 43.

Wanted,

A man servant in an English family. He must bring good recommendations, and may apply at

---

For London,

The very fast sailing, and in every respect superior A. 1. British built brigantine

"DOURO,"

209 tons per register,
William Reid, Master,

Has room for wet salted hides, tallow in boxes, and some light freight. Her accommodations for passengers are superior.

For freight or passage, be pleased to apply to the Consignees Messrs. Thomas Duguid & Co., or to

Charles R. Horne,
Licensed Ship Broker
No. 55 calle la Reconquista.

Oct. 26th, 1849.

PASSENGERS ONLY.
The very superior British built brigantine.

"Mersey,"

Michael Luke, Commander,

Is now loading and chartered to sail for Liverpool or London within forty days, has good accommodations, and is in every respect a most desireable conveyance.

Please apply to the Consignees Messrs. John Galt Smith & Co., or to

John Higginbothom,
Licensed Ship Broker,
calle San Martin, No. 20.

November 17th, 1849.

For Liverpool,

The well known British schooner

Minalto.

194 tons burthen,
Charles Neuman, Commander,

A. 1. at Lloyd's for 12 years, is a regular trader, and having always made quick passages in a desirable conveyance. Has a considerable portion of her cargo engaged and will meet with quick despatch. Shippers ought to take advantage of this excellent opportunity.

Please apply to the Consignee George Dowse, No. 19, Calle Reconquista, or to

John Higginbothom,
No. 20, Calle de San Martin.

FOR FREIGHT OR CHATER.
To any part of the world
The very superior A. 1. at Lloyd's and remarkably fast sailing British barque

Eléonore,

270 tons register,
N. Moulin, Commander.

Is in every respect a most desirable and superior conveyance for any party wanting a vessel of this class.

Please apply to the Consignees Messrs. De Lisle Brothers and Co., or to

John Higinbothom
Licensed Ship Broker
No. 30 calle Reconquista

December 7th, 1849.

FOR ANTWERP.

The well known A. 1. clipper brig

Estafette,

165 tons register
Henry Hayen, Commander,

Has only disengaged room for 500 dry hides.

This vessel will have quick despatch and will leave this port under the Argentine flag.

Please apply to the consignees Messrs. Deetjen and Hughes or to

John Higginbothom,
Licensed Ship Broker,
20, Calle San Martin

November 10, 1849.

FOR NEW YORK.
The remarkably fine fast-sailing A. I. Lubeck brig

"Aurora,"

240 tons register, Suckan, commander,

Is now loading and will be despatched for the above destination very shortly having all her cargo engaged with exception of 4000 dry hides.

This vessel has good accommodations for passengers. For terms of freight or passage please apply to the consignees Messrs. Becher, Preuss & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 20 calle San Martin.

November 17, 1849.

For London.

The well known regular trader British built barque

"Ipswich,"

235 tons register,
Philip Asplet, Commander,

Has engaged three fourths of her cargo, and can only take on freight from 40 to 50 tons of Salted hides, along with a few bales, the former can be received on board immediately.

This vessel is A. 1. at Lloyd's for 12 years and famed for her quick passages and her good delivery of her cargoes she has most superior accommodations for passengers and is admitted to be one of the most desireable conveyances in the trade.

Please apply to the Consignees Messrs. Edward Lumb & Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 20, Calle San Martin.

FOR LIVERPOOL,

The regular trader British schooner

Sappho,

Joseph Easton, Commander,
Only 137 tons register,

A. 1. at Lloyd's for 12 years, and is known as one of the fastest and favourite vessels in the trade, has positively enggaged one half of her cargo and has only room for a few salted hides and boxes of tallow.

Please apply to the Consignees Messrs. Thomas Duguid & Co. or to

John Higginbothom,
Licensed Ship Broker
No. 20 calle San Martin.

November 17th, 1849.

For Antwerp.

PASSENGERS ONLY.
The clipper built and superior A.1. Argentine brig

Guillermo.

(Formerly Johann Dethard.)
178 tons, Capt. C. F. Weigmeyer.

Has excellent accommodations for passengers and will sail in 14 days from date.

Apply to the Consignees Messrs. Visser, Deetjen & Hughes or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14 calle la Reconquista.

November 10th, 1849.

English Potatoes.

Just arrived in best order, and picked for sale, in hampers at 15$ per arrobe at C. Zieglers Naval store calle de Mayo No. 32

WANTED,

A COOK and also a woman who will do the WASHING and IRONING of a family, in the house. Apply at the Office of the Gazette.

AMOUNT OF PRODUCE Shipped from the Port of Buenos Ayres from 1st to 30th November 1849.

	GREAT BRITAIN	FRANCE.	GERMANY	ITALY.	SPAIN.	HAVANA.	UNITED STATES.	BRAZIL.	TOTAL OF NOVEMBER.	TOTAL—JAN. TO OCTOBER	GRAND TOTAL.
Number of vessels	5	4	1	1	3	8	4	9	35	454	48
Tonnage	1,013	786	220	223	475	1,487	1,294	1,815	7,313	96,573	103,88
ARTICLES.											
Beef, jerked, quintals						31,013		24,577	55,590	460,976	516,56
Do. preserved, tins											
Bones	62,000	36,000						159,900	257,900	2,795,36[illegible]	3,053,26
Do. tons	14								14	425	43
Feathers, bales		7			6				13	88	10
Do. arrobas										15	1
Hair, bales	117	140	25	1			27		310	2,644	2,95
Do. seroons	6						3		9	1,014	1,02
Do. arrobas										18	1
Hide cuttings, bales					10		422		432	2,354	2,78
Hides, ox and cow, salted	8,022	8,310	301		200		3,599		20,432	779,355	779,78
Do. do. dry	3,000	11,033	10,199	1,037	24,584	542	72,801	620	123,816	1,802,338	1,926,15
Do. horse do.		5		558	6,755				7,318	30,149	37,46
Do. do. salted	26,088								26,088	150,156	176,24
Horns ox and cow	42,680	4,000	5,000		2,000	3,000	41,100		97,780	1,713,434	1,811,21
Skins calf, bales							2		2	367	36
Do. do. dozens					13				13	288	30
Do. deer, bales										22	2
Do. do. dozens											
Do. goat, bales							1		1	102	10
Do. do. dozens										52	5
Do. do. bundles											
Do. nutria, bales	4								4	6	1
Do. do. dozens										28	2
Do. sheep bales	17	369					80		466	2,643	3,10
Do. do. dozens											
Do. slunk calf, bales					7				7	88	9
Do. do. dozens					127				127	1,822	1,94
Tallow, pipes	398½	88¼						22½	509¼	16,708¼	17,21
Do. boxes	1,114	407		60	125	125			1,831	40,519	42,35
Do. seroons										2,250	2,2
Wool, bales	231	194					102		527	20,640	21,1
Do. seroons	165						20		185	3,076	3,2
Do. arrobas											

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c.
	NATIONAL.			
Sept. 27	Barque Anna, Jacob Wessels	260	Zimmermann, Frazier & Co	Antwerp.
" 28	Brig Dos Amigos, Oñadaerra	137	José Coelho Meyrelles	
" 30	Brig Guillermo, Christian F. Wiegmeyer	217	Deetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Brunengo	121	Manuel Acevedo Ramos	
" 20	Brigantine Delfin, Daniel Spille	200	Visser, Deetjen & Hughes	Continent.
Novem. 3	Barque Martina, Frederick William Waller	000	J. N. Bieber & Co.	
	BRITISH			
August 2	Brig Alciope, Bennett	199	Briscoe, & Co.	Liverpool.
" 30	Barque Otter, Hudson Brough	190	Bates Stokes and Co.	London.
Sept. 1	Brig Caledonia, J. J. Menhennet	204	Plowes, Atkinson & Co.	London.
" 1	Brig Daring, Thomas Toby	194	George Dowse	Liverpool.
" 4	Brigantine William Inglis, Newby	198	John Best and Brothers	London.
" 19	Brig Prima Donna, Samuel Follett	214	Santa Maria, Llambi & Cambaceres	England.
" 22	Barque Martha Shallcross, Coaker	275	Brownell's and Co.	Liverpool.
" 25	Brigantine Mersey, M. Luke	207	John Galt Smith and Co.	Great Britain.
" 27	Barque Harbinger, Browarigg Candlish	256	John Galt Smith and Co.	Liverpool.
" 27	Barque Alpha, Samuel Plomer	217	Briscoe, Twyford & Co.	Valparaiso.
" 27	Schooner Bosphorus, J. Gibson	216	R. and J. Carlisle & Co.	Liverpool.
" 29	Barque Sapphire, John Miller	250	Brownell's & Co.	Liverpool.
" 29	Brig Zephyr, Robert Drewry	250	John Galt Smith & Co.	Liverpool
" 30	Brigantine Minalto, Charles Newman	194	George Dowse	London.
October 2	Brigantine Douro, William Reid	209	Thomas Duguid & Co.	London.
" 2	Brig Safeguard, John Macaulay	290	De Lisle, Brothers & Co.	London.
" 4	Schooner Victoria, Le Gresley	136	Bates Stokes & Co.	Liverpool
" 6	Barque Alexander, Silvanus Cobb	267	Samuel Hesse	Liverpool
" 9	Brig Frisk, George Whiteway	192	Nicholson, Green & Co.	Liverpool
" 19	Brig John Grey, Robinson Wright	279	John Galt Smith & Co.	
" 20	Barque Kyle, William King	332	Santamaria, Llambi & Cambaceres	London.
" 22	Schooner Sappho, Joseph Easton	137	Thomas Duguid & Co.	Liverpool.
" 26	Barque Ann Bates, Peter Slaughter	277	James Carthy	
" 25	Barque Heath, John Whiteway	307	Nuttall & Co.	
" 26	Brigantine Navigator, John Le Feuvre	14[illegible]	Samuel Hesse	Liverpool.
" 27	Brig Seaton, Archibald Macconachie	185	John Galt Smith & Co	England.
" 27	Brig Christina Pitcairn, Thomas Bernich	158	Thomas Duguid & Co.	
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	Liverpool.
" 4	Barque Ipswich, Philip Aspit	235	E. Lumb & Co.	London
" 5	Schooner Racer, Philip Pater	159	Nicholson, Green & Co.	
" 6	Schooner Caroline, James Smith	159	Phillips, Tomkinson and Co.	England
" 7	Brig Cornelius Thomas A. Clarke	284	John Galt Smith & Co.	
" 7	Barque Diamond, Thomas Irvine	290	Nicholson, Green & Co.	
" 14	Barque Mercutio, William Sewell	244	Bates, Stokes and Co	
" 14	Brig Rosalie, John Williams	228	Wilfrid Latham and Co.	
" 14	Barque Chorister, Thomas Richards	276	Hughes, Brothers	
" 15	Brigantine Nora, Cloid	150	Anderson Macrae & Co.	Rio Grande.
" 17	Barque Eleonore, Nicholas Moullin	270	De Lisle, Brothers & Co	
" 20	Brig Urania, Joseph Moffat	204	Parlane, Macalister and Co.	
" 21	Brig Eliza Robson, Henry Taylor	286	William Henry Henzelle	
" 27	Brig Creole, James Phillip Noery	287	John Best & Brothers	
" 29	Brig Isabella, James Lenfestey	193	De Lisle Brothers and Co.	
" 30	Barque Brazilian, William Thompson	345	Nicholson, Green & Co.	
Decem. 3	Brig Fortuna, David Ritchie	225	Samuel Hesse	
" 3	Barque Mahiorre, Robert Cowan	305	John Galt Smith & Co.	
" 3	Brigantine Agnes, W. W. Nicholls	183	J. C. Thompson & Co.	
" 4	Brig Cresswell, William Aigar	203	George Dowse	
	AMERICAN.			
Sept. 27	Barque Mimosa, John Rennick	212	Daniel Gowland & Co.	Boston.
" 20	Brig Russian, Green	222	Zimmermann, Frazier & Co.	
October 22	Brig Sutton, William Pefevours	200	To order	Boston.
" 22	Brigantine Victory, Hervey	124	Samuel B. Hale	
Novem. 3	Brigantine Benjamin Carver, William Carver	18[illegible]	Samuel B. Hale	
" 4	Ship Sacsusa, Howard	294	Samuel B. Hale	Boston
" 5	Barque Waybusset, J. C. Carter	321	Zimmermann, Frazier and Co.	Boston.
" 5	Brig Cronstadt, Edward Hatch	273	Zimmermann, Frazier & Co.	
" 19	Barque Olof Wyk, Lendof N. Doane	317	Daniel Gowland and Co.	
" 19	Ship B. Aymar, Amos Nichols	435	Zimmermann, Frazier & Co.	
" 29	Barque Chicora, G. Howland	300	Freyer Brothers	Boston.
Decem. 4	Barque Rothschild, Silvester R. Small	261	Daniel Gowland & Co.	
	FRENCH.			
Sept. 4	Ship Lion, J. H. Bonnet.	359	Thomas Rousse	Havre.
October 4	Brig Cesar, Collot	201	Zumaran and Treserra	Cette.
" 11	Barque Normand, F. Ducormier	258	Dunoyer & Co.	Havre.
" 17	Brig Virginie, Bertheim	166	M. Coqueteaux	Cette.
" 20	Barque Ankober, John Andrew Besque	196	E. Ochoa and Co.	Havre.
" 27	Barque Alcide, Theveneau	232	Audiffred	Marseilles.
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co.	Havre.
" 3	Barque Industriel, Joseph Benjamin Frebourg	275	Isaias Elia and Co.	Do.
" 5	Barque Maria Paulina, Lizar Iturry	201	Zumaran and Treserra	
" 15	Barque Augustine Victorine J. Bayily	277	Vicente Casares and Sons	
" 19	Brig Omega, Noel	222	Dunoyer & Co.	
" 19	Barque Bonny Jenny, Francis Aubert	201	Dunoyer & Co.	Bueso.
" 19	Brig Jeune Evariste, Gache	125	Manuel Lopes	
" 20	Barque Souvenir, Bougot	252	Blais D'Eboqeux	
" 25	Brig Roitelet, Anset	247	De Lisle Brothers and Co.	
" 29	Brig D'Assas, Giron	240	De Lisle, Brothers & Co	Havre.
" 30	Barque Genie, Hervé	217	Zumaran & Treserra	
" 30	Barque Australie, Francis Gaurion	210	Thomas Rousse	
Decem. 4	Barque St. Jacques, Lemaresquier	215	To order	
" 4	Barque Casimir, Dumanoir	227	Antonio Dunoyer & Co.	
" 4	Brig Nelie Mathilde, Parquet	190	Llavallol and Sons	
	SPANISH.			
Sept 27	Brig Joaquin, Juan Sust	218	Calvo and Sons	Havana.
" 27	Barque Rosa, Mariano Roig	168	E. Ochoa & Co	Do.
" 30	Brig Nuevo Ramonsito, Juan Solá y Cabot	191	Manuel Saenz de la Maza	Matanzas.
October 2	Brig Tweed, Bernardino Camp	213	Narciso Martinez and Sons	
" 2	Polacre Joven Francisco, Ignacio Botet	126	Felipe Senillosa	Havana,
" 6	Barque Palemon, Francisco Ros	263	E. Ochoa & Co	Do.
" 6	Brig Salvador, Salvador Millet	170	E. Ochoa & Co.	Do.
" 12	Barque Elisa, José Roldos	228	Antonio Romaguera	
" 12	Barque Josefita, Carlos Balta	250	Zumaran & Tresserra	Do.
" 16	Brig Quakero, Juan Alsina	251	E. Ochoa & Co	Guayaquil.
" 26	Brig Lepanto, Antonio Mirambell	245	Llavallol and Sons	
" 27	Barque Nino, Antonio Isern	230	Santamaria, Llambi & Co.	Havana.
" 29	Polacre Primera Tigra, Ysidro Plat y Bertran	139	E. Ochoa and Co	Spain.
Novem. 1	Brig Viajero, Juan Curell	209	E. Ochoa & Co.	
" 2	Brig Belisario, Jaim Alsina	210	Llavallol & Sons	Guayaquil.
" 4	Polacre Felicia, Isidro Fabrega	212	Llavallol and Sons	
" 5	Barque Villanueva, Juan Codina	256	Freyer, Brothers	Cadiz and Malaga.
" 7	Brig Eolo, Joaquin Parés	228	Llavallol and Sons	
" 19	Brig Alfonso, José Marisiani	206	To order	
" 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	
" 23	Barque Pepe el Alicantino, Pelegrin Puyol	234	Felipe Senillosa	
" 27	Polacre Juno, José Domenech	152	Felipe Senillosa	
" 27	Polacre Joven Modesto, Marcelino Sanchez	175	Santamaria, Llambi and Cambaceres	
" 29	Barque Constancia, Pedro José Sosvilla	203	Saturnino Soriano	
" 29	Barque Amfitrite, Miguel Ignacio Aguirre	312	Llavallol and Sons	
Decem. 1	Brig Martin, Francisco Flaguerda	198	Zumaran and Treserra	
" 3	Polacre Numa, Juan B. Fenn	201	Felix Buxareo	
	BRAZILIAN			
October 1	Brign Pelicano, Antonio Cardoso da Silva	138	Juan Geronimo Martinez	
" 4	Brigantine Livia, Antonio de Sousa Picao	156	Juan Geronimo Martinez	
Novem. 5	Brigantine Alfredo, Candido Seferino Davila	195	Isaias Elia & Co.	
" 15	Brig Marino II, Antonio Joaquin Fernandez	289	Antonio Romaguera	
" 16	Brig Belisario, Manuel da Silva Santos	232	José Marquez Sousa	
" 23	Brig Encantador, Antonio dos Santos Pereira	1[illegible]1	José Coelho Meyrelles	
" 30	Brig Don Affonso, A. J. Araujo	234	Manuel Acevedo Ramos	
Decem. 6	Brig Aguia do Prata, José Rino	202	José Marquez Sousa	
	ORIENTAL.			
Sept 30	Brig San Pio, Juan Schilotte	125	E. Ochoa and Co.	
	SARDINIAN.			
June 5	Barque S. Michele, Angel Cichero	281	Llavallol & Sons	Genoa
Sept. 24	Brig Annibale, Santiago Zeni	215	José Avegno	Cape de Verds
" 27	Polacre barque Corebo II, José Serra	258	José Avegno	
" 29	Brig Graciosa Fanny, Nicolas Scarcella	202	Llavallol and Sons	Genoa
" 29	Polacre Santa Clara, José Volti	161	Becher, Preuss & Co	
October 6	Polacre Industria, Antonio Fera	170	Jacinto Caprile	
" 11	Brig Apollo, Juan Lavarello	210	Jacinto Caprile	
Novem. 2	Polacre Margharita, Amirosio Vaccaro	139	José Avegno	
" 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	
" 27	Polacre barque Romulo, Agustin Badaraco	244	José Avegno	
" 29	Brig Invencible, Bartolomé Frates	121	Lezica and Co	
" 29	Brig Rinoceronte, Luis Pico	129	Adolfo Mancilla and Co	
Decem. 5	Brig Giuseppe, Basallo	216	José Avegno	
	BREMEN.			
Sept. 11	Ship Post, Haake	560	O. J. Hayes and Co.	New York,
" 21	Brig Estaffette, Henry Hayen	167	Deetjen & Hughes	Antwerp.
October 22	Brig Dorothea, F. W. Maass	204	Freyer Brothers	Antwerp.
" 23	Barque Isabella, Felchauser	300	Zimmermann, Frazier & Co	
" 30	Barque Hercules, Weydeman	230	Zimmermann, Frazier & Co.	New York.
Novem. 14	Barque Beta, George Pappé	310	Becher, Preuss and Co.	
" 14	Ship Wesphalia, Henry Wessels	443	Zimmermann, Frazier & Co	
" 17	Brig Regulus, H. Wencke	235	Bunge, Bornefeld & Co.	
" 20	Brig Louise, Cæsar, Martin Wenke	142	Zimmermann, Frazier & Co.	
" 23	Brig George Duckwitz, Schaffer	235	Otte, Rosenthal and Co	
Decem. 4	Barque Philadelphia, H. Gerdes	360	Becher, Preuss & Co.	
" 4	Schooner Evan Dumas, John Jaburg	189	Corti Francischelli and Co	

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c.
	OLDENBURG.			
October 11	Brig Beta, Engels	240	Becher, Preuss & Co	
	PRUSSIAN.			
Novem. 14	Barque Leopold, J. C. Holtz	261	Samuel B. Hale	
" 29	Brig Graf von Arnim, E. F. Kruge	305	Zimmermann, Frazier & Co.	Altona.
Decem. 4	Barque Cæsar, Ritcher	432	Treussein and Co	
" 4	Barque Rica, Andrew Darner	000	Vicente Casares & Co.	
	HOLSTEIN.			
Novem. 20	Brig Manon, Jacob Jurgen Tennis	455	Hartenfels	
	HANOVERIAN.			
October 4	Brig Luna, Christoffers	250	Louis Chapeaurouge & Co	Antwerp
Novem. 28	Brigantine Oste, Agustus E. Stoffen	130	J. N. Bieber & Co.	
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	LUBECK.			
Sept. 1	Brig Heinrich von Gagern, Martiny	304	Santa Maria, Llambi & Cambaceres	
" 16	Brig Aurora, Suckan	240	Becher, Preuss and Co.	New-York
	SWEDISH.			
Novem. 10	Barque Familien, Gylbuspetz	254	Samuel B. Hale	Cape de Verds.
" 19	Brig Gurle, A. Jaris Sers	170	Henry Ropes	
December 4	Brig La Plata, Carlos Olson	216	Santamaria, Llambi and Cambaceres	
	HAMBURG.			
Sept. 27	Barque Minna, Linau	292	Otte, Rosenthal and Co.	Falmouth
Novem. 2	Brig Friedrich Ernst, A. E. Amondsen	169	Freyer Brothers	Hamburg
" 10	Brig Wilhelmine, Claus C. Hansen	220	Bunge, Bornefeld & Co.	
" 27	Barque Harriet, Petersen	348	To order	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	367	Vicente Casares & Sons	
" 27	Barque Frishjof, Bentzen	250	Otte, Rosenthal & Co.	
" 28	Barque Celeritas, H Stang	278	Zimmermann, Frazier & Co.	
" 30	Brig Najaden, Nickerboker	140	Egg, Krutish and Co.	
Decem. 4	Barque Prins Ocar Frederic, Thomas Lootz	300	Samuel B. Hale	
	RUSSIAN.			
Decem. 4	Brig Argo, F. W. Bremer	205	Zimmermann, Frazier & Co.	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	
October 1	Brig Ana Cecilia, Frederick Fisher	220	William Becher	
" 4	Brig Cito, Harabel Echell	136	Treussein & Co.	Antwerp.
" 11	Brig Odin, H. H. Lund	248	Otte, Rosenthal & Co.	Falmouth.
" 19	Brigantine Union, C. M. Smith	165	Freyer Brothers	
Novem. 27	Brig Fyaen, Veronsi	201	John Best & Brothers	Pacific.
" 29	Brigantine Adeline, C. Ipland	132	Freyer Brothers	
Decem. 6	Brigantine Cecilia Maria, C. J. Thomsen	136	Otte, Rosenthal and Co.	

FOR FREIGHT OR CHARTER.

The well-known British brig ***Rosalie***, John Williams, master, A. 1. for 12 years at Lloyd's. Please apply to the Consignees Messrs. Wilfrid Latham & Co., or to Ruperto de la Concha,
Licensed Shipbroker,
Calle Reconquista, No. 15½.

Dec. 1, 1849.

PASSENGERS ONLY.

For Liverpool.

The very fine and remarkably fast sailing A. 1. British barque

Alexander,

269 tons register,
Silvanus Cobb, Commander,

Will sail for the above port on the 14th December positively, and persons about going to England cannot meet with a more suitable conveyance, early application be required.

Please apply to the consignee Samuel Hesse, Esq., or to

John Higginbothom,
Licensed Ship Broker.
No. 20, Calle San Martin.

For Antwerp.

The very fine A.1. Argentine brig

"Dorothea,"

167 tons, Maas, Commander,

Has only disengaged room for from 3 to 4000 dry hides and a few tons of salted hides which can be received immediately.

For further particulars please apply to the Consignees Messrs. Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

November 30th 1849

FOR LIVERPOOL,

The remarkably fast-sailing, A. 1. British built barque

Sapphire,

by register 250 tons,
Captain John Miller,

Has engaged, and ready to go on board a great part of her cargo, and will take the rest on freight at moderate rates, as also Passengers for whom she has superior accommodations.

Application to be made to the Consignees Messrs. Brownell's & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

November 8th, 1849.

PASSENGERS ONLY.

For Havre de Grace.

The fine A. 1. French barque

"Normande,"

258 tons, F. Ducormier Commander.

Will sail in a few days and persons about going to France will do well to avail themselves of this opportunity, being in every way a most desirable conveyance.

Please apply to the consignees Messrs. A. Dunoyer & Co., or to
or to John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

November 22, 1849.

For Havre de Grace,

The very fine fast-sailing A. 1. French brig

AUTOMNE,

193 tons, register, J. M, Noel, Commander,

Is warranted to have quick despatch, having the greatest part of her cargo engaged, her accommodations for passengers are very superior.

For further particulars please apply to the consignees Messrs. A. Dunoyer & Co., or to

John Higginbothom
Licensed Ship Brocker,
Calle San Martin No. 20

November 22nd, 1849.

For Liverpool,

The very superior, fast-sailing, British built A. 1. barque

Martha Shallcross,

275 tons per register,
Capt. John Coaker,

Is now taking cargo on board, and having a great proportion engaged, she will have good despatch.

For freight or passage, her accommodations being excellent, apply to the Consignees Messrs. Brownell's & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

FOR HAMBURG,

The very fast sailing A. 1. coppered and copper-fastened Argentine brig

"Federico,"

169 tons per register,
Capt. Amond E. Amondsen.

Is well advanced in her loading and will have good despatch, having only room for a few dry hides, or bales on freight.

Her accommodations for Passengers are excellent, having separate cabins and every possible convenience in them ; and the best of fare will be provided for those taking passage by her.

For particulars, as to freight or passage, be pleased to apply to the Consignees Messrs. Freyer Brothers, or to

Charles R. Horne
Licensed Ship Broker,
No. 55 calle la Reconquista.

December 7th, 1849.

For Havre de Grace,

The very superior and fast sailing, new, coppered and copper-fastened A. 1. French brig

D'ASSAS,

by Register 240 tons,
Capt. Philadelphe Giron.

Has room for dry hides and bales on freight ; and offers a most eligible conveyance for Parssengers having been fitted for the purpose of conveying them with every comfort. For terms of freight or passage apply to the Consignees Messrs. De Lisle Brothers and Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, calle la Reconquista.

December 7. 1849.

For Boston.

The superior fast sailing A. 1. American barque

Chicora,

298 tons, registes
Howland, Commander.

Has positively engaged 10,000 hides and has still room for from 8 á 10,000 dry hides, this vessel is warranted to have quick despatch. For further particulars please apply to the Consignees Messrs Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker,
30, Calle Reconquista.

December 7th, 1849.

For Liverpool.

The very fast A. 1. British schooner

Bosphorus,

of 216 tons, Capt. John Gibson,

This fine vessel, well known in this trade, having already a large part of her cargo engaged and ready to place on board, can still take salted hides, tallow and bales.

Please apply to the Consigness Messrs. R. & J Carlisle & Co., or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

November, 17th 1849.

For London.

The fine A. 1. at Loyd's British built brig

"Safeguard,"

260 tons register
John Macauley, Commander,

Is now ready to receive cargo and having a considerable portion engaged is warranted to have quick despatch, this vessel is fast and in every respect a most desiaable opportunity.—

For further particulars please apply to the Consignees Messrs. De Lisle Brothers and Co., or to

John Higginbothom,
Licensed Ship Broker.
20 calle San Martin

October 26 1849.

For Havre de Grace.

The remarkably fast sailing A. 1. French barque

"ANKOBER,"

196 tons register,
J. A. Bosque, Commander,

Has already engaged two thirds of her cargo and will be despatched as soon as possible.

This vessel has large and spacious Cabin and can accommodate passengers in a first rate manner.

Please apply to her cousignees Messrs. Enrique Ochoa and Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 20, calle San Martin.

November 22, 1849.

HOUSEMAID

For Hamburg, A. 1. brig,

The well known fast-sailing, and superior

"Friederich Ernst."

169 tons register,
Captain Amond Emil Amondsen,

Will have quick despatch, leaving under the Argentine flag, and can still take on freight about 4000 dry hides, or the equivalent in bales.

This vessel has excellent accommodations for passengers, having two separate Cabins.

For terms of freight or passage, apply to the Consignees Messrs. Freyer Brothers, or to

Charles R. Horne
Licensed Ship Broker.
No. 55 calle la Reconquista.

November 8th, 1849.

FOR LIVERPOOL.

The beautiful built, and in every respect most superior British barque

Harbinger,

256 tons,
Brownrigg Candlish, Commander,

A.1. at Lloyd's for 12 years, and has just delivered a valuable cargo from Liverpool in prime condition, is intended for a regular trader and can be particularly recommended to Shippers, and persons about going to England, having superior accomodations.

Please apply to the consignees Messrs. J. G Smith and Co., or to

John Higginbothom,
Licensed Ship Broker,
Calle San Martin No. 20.

November 2d, 1849.

For Liverpool,

The superior, fast-sailing A. 1. British built brigantine

"Navigator,"

of 145 tons,
Captain John Le Feuvre,

This excellent little vessel so well known in the trade as always delivering her cargoes in the best condition, has room for 2000 salted hides, or the equivalent in boxes of tallow, as also for light freight.

The accommodations of the "Navigator" for passengers, are very commodious, and the terms of freight and passage, moderate.

Apply to the Consignee Samuel Hesse, Esq., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

November 8th, 1849.

FOR ANTWERP DIRECT.

The fine A. 1. National barque

ANNA,

250 tons, J Wessels, commander.

Has the greatest part of her cargo engaged and will be dispatched as quick as possible.

This vessel is a fast sailer and very well known in the trade.

The accommodations for passengers are superior, and the Captain will treat them excellently.

Please apply to the Consignees Messrs. Zimmermann, Frazier & Co., or to

John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

November 10th, 1849.

TO THE PUBLIC.

☞AMERICAN PRINTING OFFICE.

With the competent Superior permission, and under the above title, we have opened a typographic establishment at calle La Defensa No. 221.

The undersigned, administrators of the same, offer to the respectable public of this Capital, their services in this business—The types, press, and other utensils are new, having recently arrived from the United States, and possessing the requisite knowledge by many years practice, with sufficient hands, any orders with which we may be favoured will be executed with all care and punctuality.

All kinds of books for Schools can be printed, prices current for Commercial Houses, hand bills, bills of Echange, labels for Apothocaries, manufactories &c.

Rosendo J. Labarden & Co.

For Sale.

A beautiful full-grown Tame Tigress, with iron cage. Apply at No. 298 Calle Representantes.

NAUTICAL ALMANACS & CHARTS for Valparaiso, Lima, California, &c., can be had at Mahan and Hansen's naval store. Paseo Julio No. 29.

For LIVERPOOL,

The fine fast and clipper British built brig

DARING,

200 tons,
Thomas Toby, Commander,

Has only room for a few tons of box tallow, and will be positively despatched within twenty days This vessel can accommodate four passengers in the Cabin in a first rate manner and is especially recommended.

Please apply to the Consignee George Dowse, Esq, or to

John Higginbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

2d November, 1849.

To be Raffled for

A Splendid Eight-Day Regulator, dead-beat escapement, valued at $3,200 currency. A few tickets only remain to be disposed of at the shop of Mr. H. Jonas, No. 60, Calle Santa Rosa, front of the College Church. Price $50 each.

Notice.

The undersigned begs to inform his friends and the public, that he still continues to carry on the Stables No. 6 calle de Cuyo and No. 79 calle de Mayo, [formerly occupied by Mr. Jacob Miller,] where he has always on the shortest notice superior horses, saddles and bridles, to hire for ladies and gentlemen, and confidently hopes that by a strict attention and moderate charges to merit the continuance of the public patronage

JOHN JEFFRIES.

DOCTOR SHERIDAN having resolved to spend the summer months in Barracas, offers his professional services to the inhabitants and those in the vicinity of that district. His house is near the extremity of the "Calle Larga," half a square from that part of the river known as the Puerto de la Atalaye.

FOR HAVRE DE GRACE.

The A.1. and remarkably fast sa[...]ing French barque

Industr[...]ielle,

275 tons
J. B. Frebo[...]s register,
Has engaged a con[...]rg, Commander,
is warranted to h[...]siderable portion of her cargo and
The accom[...]ave quick despatch.
rior and fo[...]modations of this vessel are very supe-
please [...] terms of passage and rates of freight
ven[...]pply to the commander at the Hotel de Pro-
[...]e, to Messrs. Isais Elia & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

November 17, 1849.

For Antwerp.

The clipper built, coppered and copper fastened A. 1. Hanoverian brig under the Argentine flag

"LUNA,"

205 tons, Captain C. Christoffers.

This splendid vessel being on her first voyage, and having engaged a considerable part of her cargo, can still receive dry, hides and bales and offers an excellent opportunity for passengers.

For terms of freight or passage apply to the consignees Messrs. L. de Chapeaurouge and Co. or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

November 12, 1849,

For Liverpool.

The superior and remarkably fine British built A. 1 at Lloyd's brig

Zephyr,

250 tons register
Robert Drewry, Commander,

Has only disengaged room for a few tons of salted hides and light freight, and is warranted to have quick despatch.

This vessel has superior accommodations for passengers.

For terms of freight or passage please apply to the Consignees Messrs. J. Galt Smith and Co., or to

John Higginbothom,
Licensed Ship Broker,
20, Calle San Martin.

November 22d, 1849.

Wanted, in the suburbs or in a Quinta not more than a league out of town. one or two rooms unfurnished for two mouths, for an English woman with two young children. Applications at 59 Calle Mayo, will be attended to for a week, address L. S. M.

Forster's

Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

WHOLESALE PRICES CURRENT.

REFERENCES—1 abundant, 2 scarce, 3 none, 4 falling, 5 rising, 6 flat, 7 in demand, 8 nominal, 9 last sale

IMPORTS.

Article	Dols. rs.		Dols. rs.	
ALE and Porter—Duty, 54 per cent.				
London per doz.	55	á	60	1
French and German do	30	á	40	
BEES WAX—Duty, 19 per cent.				
White, per lb		á	10	
CANARY Seed—Duty, 19 p.ct.	—	á	25	
CANDLES—Duty, 19 per cent.				
Sperm per lb.	—	á	12	3
Stearine	—	á	10	3
CASSIA—Duty, 28 p ct. p. lb.	—	á	5	2
CARDS, Playing—Duty, 19. p cent.				
Spanish, fine doz.	—	á	40	
» ordinary doz.	14	á	16	
German per gross	150	á	200	
Genoese	—	á	—	
CANDLEWICK—Duty 28 p. ct.				
American arroba	—	á	70	9
English	—	á	70	
CHEESE—Duty 39 per cent.				
Dutch, round, of about 3 lbs. each, if sound	—	á	12	
Do. cream per lb.	—	á	3	
English	—	á	4	
CHUÑO—Duty, 28 p. ct., arr.	—	á	30	
CLOVES—Duty, 28 p. ct., p. lb.	—	á	5	
COALS—Duty, 5 per cent.				
Coarse per ton on board	—	á	110	4
Blacksmith do	—	á	100	1
COCOA—Duty, 5 per cent.				
Brazil per quintal	—	á	100	6
Guayaquil do	—	á	170	6
COD Fish—Duty, 28 per cent.				
Per drum of 100 lbs	—	á	110	2
COFFEE—Duty, 28 per cent.				
Havana quintal	—	á	—	3
Brazil do	115	á	120	
DOMESTICS—Duty, 19 p. ct.				
American brown shirtings, 27 inches per yard	—	á	7	
» Appleton do. 30 in. »	—	á	8	
» India Head do. 30 » »	—	á	8	
» Appleton do. 33 » »	—	á	9	9
» Do. sheetings 36 » »	—	á	10	
» Brown drills 30 » »	—	á	11½	
» Tickings	16	á	18	
Scotch Hessians	13	á	14	
Osnaburgs	12	á	14	2
FARINA—Duty, 28 p. ct., arr.	—	á	8	3
FLOUR—Prohibited—Price on board for re-exportation per barrel $5½ Spanish				
FRUITS—Duty, 28 per cent.				
Almonds, hard shell, unshelled, per arrobe	—	á	25	
Do. soft do	—	á	35	
Do. shelled do	—	á	70	
Apples, dried per lb.	—	á	1 4	
Currants	5	á	6	
Figs, Malaga, in boxes	10	á	20	
Hazel nuts	—	á	30	
Prunes	—	á	30	
Raisins, Malaga arroba	—	á	31	
Walnuts do.	—	á	35	
FIRECRACKERS, India—Duty 19 per cent.				
Per gross	—	á	2	3
GLASS—Duty, 19 per cent.				
Window, box	50	á	55	1
German, hollow, assorted, doz.	15	á	16	
HAMS—Duty, 28 per cent.				
English, superior	4	á	5	
American	—	á	2 4	
Westphalia	—	á	3 6	
HONEY—Duty, 28 per cent.				
Per gallon	9	á	10	
IRON—Duty, 5 per cent.				
Bar and Hoop, assorted, p. cwt.	35	á	40	4
Swedish	—	á	65	
LEAD—Duty, 19 per cent.				
Pig, and sheet per quintal	110	á	120	
LUMBER—Duty, 5 per cent.				
American pine boards and plank, on board per foot	—	a	4rs.	7
Baltic pine 25 á 34$ silver per 1000 feet on board.				9
Pitch pine, 32$ silver per mil on board.				4
Swedish pine 25 á 28$ do. p. do.				6
MANDIOCA—Duty, 28 p. ct.				
per arroba	15	á	20	
MATS—Spanish, duty 19 p. ct. per doz.	120	á	150	
MATTING—Duty, 19 p. cent.				
Spanish, per piece	—	á	200	
India, p. yard, 1, 1¼, 1⅓ yds. wide	—	a	7	
MOLASSES—Duty, 28 p. ct.				
Per gallon	—	á	5	
NAILS—Duty, 19 per cent.	—	á	—	
American, cut, per quintal	65	á	70	9
English, wrought do	—	á	130	4
NAVAL Stores.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass, duck, and oakum 19 per cent.				
Canvass.—American, per yard	—	á	4	9
» English, No.1 to 6 piece	—	á	130	4
» German	—	á	220	6
» Russian, best quality	250	á	260	6
» Do. 2nd do	170	á	180	6
Cordage—coir, per quintal	—	á	230	9
» Manilla do	—	a	300	3
» Russian do	180	á	200	7
Duck.—English	—	á	110	
» German	120	á	130	
» Russian	140	á	150	
Pitch.—American barrel	—	á	40	1
» Swedish				3
Rosin	—	á	30	1
Tar—American	—	á	40	1
» Swedish	—	á	100	1
Oakum, quintal	—	á	150	4
OILS.—Duty, 28 per cent.				
Olive.—Spanish, in casks, p. arr.	—	a	50	
» » in jars of ½ arroba, each	—	á	22	
» Genoese, in casks	—	á	50	
» French	—	á	55	
OLIVES.—Duty, 28 per cent.				
Seville, in kegs each	—	á	45	
Malaga keg	—	á	40	
PAINTS.—Duty, 19 per cent.				
Linseed oil, in casks & tins, per gal.	12	á	14	1
Turpentine in tins, per gallon	—	á	10	4
Paints in oil, assorted colours, lb.	7	á	8rs.	6
PAPER—Duty, 19 per cent.				
American, straw	—	á	5	
Spanish, florete, superior—ream	—	á	45	
» ½ do	—	á	32	
Genoese, florete	—	á	32	
» ½ do	—	a	25	
Wrapping, large size, Genoese	—	á	16	
» medium	—	á	11	
» small	—	á	7	
Letter paper, blue	—	á	20	
» white	—	á	22	
PEAS—Duty, 28 per cent.				
Spanish (garbanzos)	12	á	15	
PEPPER—Duty, 28 per cent.				
Black per arroba	—	á	35	
Spanish, hot & sweet do	40	á	45	
RICE—Duty, 12 per cent.				
Carolina per arroba	—	á	21	
Brazil do	12	á	15	
Piedmont do	14	á	15	
SALT—Duty, 1 dol. per fanega; Cadiz & StUbes on board per do.; Cape de Verd, do. do.	5	á	6 sil.	1
Table, fine arroba	3	á	4	
SALTPETRE—Duty, 5 p.ct.				
SOAP—Duty, 19 per cent.				
Spanish per arroba	—	á	42	
Marseilles do	—	á	40	
American & English yellow do	—	á	25	3
SPIRITS—Duty, 39 per cent.				1
Brandy, Spanish, 34 to 35 deg.	—	á	1160	
» French	—	á	1050	
» Aniseed 28 deg.	—	á	1100	
» from the Baltic 34 to 35	—	á	850	
Gin, German in pipes, 20 deg.	800	á	900	
» in cases and baskets of 1 dozen jars	30	á	31	
» in do. of 3 gallons	—	á	30	
Rum, New England, 140 gals.	—	á	850	1
» Havana, (caña) 20 deg. 128 gallons	—	á	750	
» Rio Janeiro do. do	—	á	750	
STARCH, Wheat—Duty, 28 per cent.				
Per arrobe	—	á	20	9
SUGAR—Duty, 28 per cent.				1
Loaf & crushed per arrobe	51	á	52	
Havana, white do	—	á	34	4
» brown do	28	á	30	
Pernambuco, & Rio white do	—	á	33	4
» brown do	26	á	27	
Santos, white, new	—	á	34	
» brown do	—	á	27	
TEA—Duty, 28 per cent.				1
Gunpowder and Imperial, per lb.	—	á	7	
Hyson do	—	á	3	
Pouchong, superior do	—	á	14	3
Do. inferior do	3	á	4	
Orange Pekoe do	—	á	14	
TOBACCO—Duty, 39 per cent.				4
Bahia, leaf per arrobe	—	á	40	3
Brazil, black superior do	120	á	125	
Cavendish, 1st quality do	—	á	100	
Do. 2d. do	55	á	65	6
Maryland, leaf quintal		á	150	3
Cigars, Hamburg	100	á	250	
» Havana	306	á	400	
» Regalia	—	á	700	
TWINE—Duty, 19 per cent.				
English per quintal	—	a	500	1
India do	—	á	300	1
Spanish do	—	á	450	6
VERMICELLI—Duty, 54 p. ct.				1
Genoese, & Spanish per arrobe	52	á	53	
VINEGAR—Duty, 39 per cent.				1
French, & Spanish per pipe	—	á	800	
WINES—Duty, 39 per cent.				1
Port per pipe	—	á	4000	
» bottles per dozen	—	á	200	
Figueira, red	—	á	650	
Lisbon, superior	—	á	890	
» white	—	á	1200	
Marseilles	—	a	500	
Malaga, sweet and dry	—	á	860	
Catalonia	—	á	580	
Cette	—	á	530	3
Sicilian	—	á	540	3
Bordeaux, 1st quality, per cask	—	á	360	
» 2nd »	—	á	300	
» Façon	—	a	250	
» superior in bottles	—	á	50	
» 2nd quality	—	á	40	
Champaign, superior, dozen	200	á	300	
Muscatel	—	á	52	
YERBA—Duty, 28 per cent.				
Parnaguá, best	26	á	28	1

EXPORTS.

Article	Dols. rs.		Dols. rs.	
FEATHERS—Duty, 4 per cent.				
Ostrich, long black lb	7	á	8	8
» white do	—	á	—	3
HAIR—Duty, 4 per cent.				
Horse, short arroba	36	á	38	4
» mixed do	40	á	50	4
» long 18 to 24 inches do	80	á	100	8
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal	—	á	30	8
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	45	á	48	4
Matadero, country, 25 to 30 lbs. av.	40	á	45	4
For Spain, per 35 lbs	39	á	40	4
» North America, per do	38	á	39	4
Of all stake per do	35	á	40	4
Salted ox, 60 lbs. av, per 60 lbs.	37	á	38	2
Do. » 63 lbs. and above do.	41	á	42	2
» cow 45 to 48 lbs. average do.	35	á	36	2
» » 50 lbs. and above do.	35	á	36	2
Horse, salted, each	14	á	15	4
» dry do	12	á	13	4
HORNS—Duty, 4 per cent.				
Ox thousand	—	á	700	2
Cow do	—	á	200	4
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—	
SKINS—Duty, calf 1 dol. each; slunk calf ¼ dol. all others 4 p.ct.				4
Calf, 3 to 12 lbs. wt., per 35 lbs.	45	á	48	4
Chinchilla, per dozen				3
Goat per do	—	á	—rs.sil.	
Nutria per lb	—	á	6	4
Sheep, washed, fine and ordinary dozen	30	á	32	4
Do. dirty do	25	á	30	4
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw arroba	18	á	19	4
Do. melted, 1st class, do.	29	á	30	4
Do. pure, 2nd class, do.	25	á	26	4
Grease and tallow do.	23	á	23½	4
TONGUES, salted, dozen	8	a	10	
WOOL.—Duty free.				
Ordinary, washed arroba	23	á	32	7
Do. dirty do	10	á	12	7
Mestiza, washed do	35	á	40	7
Do. dirty do	15	á	25	7
Fine, washed do	40	á	65	7
» dirty do	25	á	35	7
Cordova, washed	—	a	23 rs.sil.	6
Do. dirty				3

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

Article	Dols. rs.		Dols. rs.	
BRANDY, Mendoza and San Juan per barrel (silver)	—	a	10	
FRUIT.				
Apples, and pears dried arroba	—	á	25	
Figs » Mendoza do	—	á	10	
Peaches » with the stones do	15	á	16	
Do. » without do	22	á	24	
Raisins, Mendoza do	20	á	24	
Walnuts do	32	á	34	
SOLE Leather.				
Corrientes, each, [silver]	2 4	á	2 6	
Paraguay (do do)	—	á	—	8
Tucuman, ox, each do	—	á	3 4	
Do. cow » do	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay	40	á	42	9
YERBA, Paraguay, superior	80	á	82	9

MONEY MARKET.

EXCHANGE, England, in currency, á 3 5 16d. per dol
Do. do. in specie 70 á 71s. p.oz.
Do. France, do. do. 88 á 89 fs. per oz.
" Montevideo, par nominal.
" Rio Janeiro do. do.
" United States 5 á 6 per cent. discount.

The highest rate of Exchange upon England during the week, 71s. per ounce.
The lowest, 69s. per do.

STOCK—Six per cent....... at par.
" Four per cent...... in proportion.

BULLION—Spanish doubloons.... 255 á 256
" Patriot doubloons .... 254 á 254½
" Do. Dollars...... 16 á 16½
" Spanish do. & Patacones — á 16½
" Plata Macuquina..... — á 14

The highest price of Spanish doubloons during the week 266
The lowest 253
The highest price of Patriot doubloons during the week 264
The lowest 251.
Permits for shipping specie, prem. per cent. nominally, no demand .. — á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70 to 75s. p 2240 lbs.	35s. p. 2240 lbs.	In box 35s. In pipes 35s. á 37s. 6d. } per 2240 lbs.	Wool 25s. Hair 30s.	nominal.
France.......	70 fs. per 900 k.	40 f. per 1000 k.	45 fs. p. 1000 k.	52½á55 fs.p.42c ft	
Continent....	£4. per 2240 lbs.	30s. per 2240 lbs.	........none........	37s 6d á40s. p.40ft	nominal.
Spain........	$24 per 2000 lbs.		........none........		
United States	$10 per 2000 lbs.	$5 per 2000 lb.	.... none	$4½ per 40 feet.	
Rio Janeiro..	.....none......	.......none	..........none	..... none.......	2 rls. p. 100 nominal
Havana	.....none......	........none......	..........none	..... none.......	6 to 7rs. per 100 lbs.

George Thomas, Responsible Editor.